

Commercial Infill District

Highlights of the Proposed Text Change

The New Commercial Infill (CI) District

A Brief History the Project

Representatives of the West Chapel Hill Street commercial area and surrounding neighborhood brought the challenges of redevelopment of this corridor to the attention of Planning Department staff in late 2009. Of particular concern were barriers in the Unified Development Ordinance (UDO) such as suburban standards for parking, buffering, lot size, and setbacks, which make it difficult to utilize the existing structures and parcels.

Staff evaluated the area and examined several strategies that would facilitate new business and/or buildings, but would preserve the mercantile look and feel of the area. In May 2010 the staff presented the residents and interested citizens with a general proposal to address the identified concerns. The response was supportive, and since that time staff has been working on a draft text amendment.

Goals Identified for the Commercial Infill (CI) District

The following issues have been identified by the area stakeholders and staff. These are addressed through this text amendment and zoning map change.

- Flexible parking requirements
- Compact plantings in buffer and landscape requirements
- Site and building placement to reflect the existing landscape

Text Changes to the Unified Development Ordinance

The following summarizes the current draft of text changes proposed for the Unified Development Ordinance (UDO) and are organized by the Article within the ordinance. Please note that this is a summary of drafted material and is subject to change pending public and staff input.

Article 4 Zoning Districts

The Commercial Infill District for the Urban Tier

Definition of the Commercial Infill District:

The Commercial Infill (CI) District is established to provide for small commercial and mixed use nodes within the Urban Tier. These nodes provide pedestrian-oriented development that supports the surrounding neighborhoods, and have limited vehicular accommodation. The Commercial Infill (CI) District is only appropriate in locations that have direct access to residential neighborhoods. Businesses within the District should be sited for convenience for the pedestrian and oriented towards the pedestrian realm.

Article 5 Use Regulations

Permitted Uses

Uses Permitted by Right	Uses Permitted with Established Limitations For more information on the specific limitations, please refer to Article 5 of the Unified Development Ordinance .
Upper Story Residential Community Service Day Care Home Middle/High School University/College Vocational/Business School Government Facility Medical Facilities Hospitals Indoor Recreation Restaurants Retail Antique Shops Studio/Gallery Offices	Forestry Townhouse Multiplex/Apartment Group Living Commercial Dorms Congregate Living Group Home Museums Day Care Facility Elementary School Parks and Open Areas Places of Worship Minor Utilities Wireless Communications (concealed) Nightclubs/Bars Hotel/Motel Bed and Breakfast Commercial Parking Veterinary Clinics, Hospital, Kennel Vehicle Sales Vehicle Rental Vehicle Service Conference/Retreat Center

Article 6 District Intensity Standards

Development Standards for the Commercial Infill (CI) District

1. Street (front) yard is 10-15 feet, measured from the back of curb. This may be varied if the design created pedestrian interest, such as outdoor seating, bicycle parking, or retail display space.
2. Ground floor height is 12-16 feet for new development.
3. Side yards are 0-10 feet.
4. Rear yards are 5 feet, minimum.
5. The maximum total height for new development is 35 feet. Additional height may be approved if the building design uses step-backs.

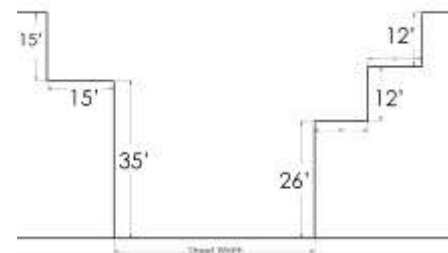


FIGURE 1: AN EXAMPLE OF HOW STEP-BACKS CAN BE INCORPORATED TO PROVIDE MORE HEIGHT WHILE MAINTAINING A PEDESTRIAN SCALE

Urban Residential Density Commercial Infill (CI) District

1. Maximum residential density is units 14 units per acre, except for upper story residential units.
2. Upper story residential units are exempt from density calculations.
3. There will be no first floor residential units, except for townhome projects.
4. There will be no required open space provided for the residential units.

Article 9 Landscaping and Buffering

Urban Scaled Buffer Requirements for the Commercial Infill (CI) District

1. Buffers will be provided for new projects adjacent to the following uses/zones:
 - No buffers will be required for sites adjacent Commercial zoning, such as CN, OI, SRP, MU, UC, CG or CC.
 - Small buffers (up to ten feet) will be required for sites adjacent Residential zoning, such as RR, PDR, RS-20, RS-10, RS-8RU, RS-M, RU-M or RC. Exact width would depend on the current use of the adjacent land (vacant or developed) and if any of the buffer reductions, such as those listed below are used.
 - Medium buffers (up to 22.5 feet) will be required for sites adjacent to Industrial zoning, such as IL, IP or I. Exact width would depend on the current use of the adjacent land (vacant or developed) and if any of the buffer reductions, such as those listed below are used.
2. A six-foot high wall may be constructed in lieu of a vegetated buffer, as long as the wall is not part of the building.
3. Buffers may be reduced if the adjacent lot has a six-foot high wall as part its buffer.
4. The number of shrubs required for a buffer can be reduced if the design includes a fence.
5. Razor wire, concertina wire and similar fencing materials prohibited in sites adjacent to residential, (except in the Rural Tier).
6. Uncoated chain link fencing prohibited within the Commercial Infill (CI) District.

Urban Street Tree and Parking Lot Landscaping for the Commercial Infill (CI) District

1. Street trees must be planted every 40 feet and within the right-of-way.
2. Awnings and landscape planters may be used in lieu of street trees.
3. New parking lots should have a six-foot wide landscape area against the sidewalks.
4. New parking lots smaller than 10,000 square feet or 40 spaces (whichever is larger) do not need to have internal landscaping.
5. New parking lots that are larger than 10,000 square feet or 40 spaces (whichever is larger) need to provide internal landscaping and a pedestrian path between the parking and the sidewalk or building.



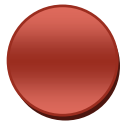
Article 10 Off-Street Parking and Loading

Urban Parking Standards for the Commercial Infill (CI) District

1. Any change of use within an existing building is exempt from off-street parking requirements.
2. Structures of 3,000 square feet or less are not required to provide off-street parking.
3. New parking will be located to the side or rear of buildings.
4. Shared parking lots may have up to 30% of the spaces be compact spaces.
5. Bicycles parking should be clustered and part of the streetscape amenities.

Input from YOU

The staff appreciates your input in this project. Let us know what you think.



Click the button to send comments to the Planning Department Staff

Establishing the Boundaries

Staff will briefly discuss the text amendment at a follow-up meeting with the residents and interested citizens on October 21, 2010 at the Emily K Center, 904 W Chapel Hill St, at 6:30 pm. Input regarding the exact boundaries for the accompanying zoning map change will be gathered from the neighborhood at that time.

